

I request that the X-178 presentation to the PAC be given two hours for questions. The January 3<sup>rd</sup> X-178 meeting of Eversource representatives with people from the Town of Easton lasted more than two hours.

Questions un-answered and data withheld, since April 2023 include;

Does Eversource plan to place a hold on the X-178 so-called “asset condition” project, as the Consumer Advocates of New England have requested?

What is the monthly % of capacity used on the two sections (Whitefield to Streeter Pond tap and Street Pond tap to Beebe River substation) of the X-178, over the past ten years?

What is the justification for the increase in conductor size, from 336 ASCR and 795 ASCR to 1272 ACSS?

What is Eversource’s rationale for using low-performance, high-sag, heavy-weight ACSS conductor rather than a high-performance, low-line-loss, light weight, low-sag ACCC type conductor, (which will pay back increased expense with lower line losses)?

Pole/structure/conductor inspection reports.

Distance required between OPGW and proposed and ACCC type conductor, and alternatives that require less clearance, thus shorter structure heights.

Profile drawings of the complete X-178 with existing, proposed, and ACCC conductor. This would enable comparison of structure heights needed for ACCC conductor vs. proposed structure heights and would also show if Eversource is routinely exceeding clearances in its project designs.

An assessment of the existing structures’ ability to carry ACCC conductor.

Material Safety Sheets for OPGW, metal structures and metal structure treatments.

Detailed methods for preventing transportation of phragmites to the X-178 easement, especially Bog Pond and Bog, via Eversource contractors’ equipment, vehicles, wetlands matting and employees.

Assessment of simultaneous HVAC/HVDC transmission capacity for the existing lines.

Assessment of proposed roads as vectors for invasives and motorized vehicles, destruction and industrialization of terrain, destruction of sub-soil and alteration of water-flow, fragmentation, pollution from imported materials and construction vehicles, aesthetic damages, need, cost per mile.

What is the real reason for the permanent roads and permanent construction pads?

Are the proposed metal poles constructed in two sections, and can the top section be replaced with a taller one? Are the metal structures being used to enable a series of “incremental” height increases?

Is the proposed helicopter pad in the same location (near the Reel Brook Trail) proposed for the Northern Pass overhead route?

What is Eversource’s environmentally and aesthetically sensitive, minimum-impact plan for the White Mountain National Forest section of the X-178?

Should it not exclude a permanent road and graded construction/laydown area here?



Left:  
Looking  
northwest  
at  
structure  
246/251

kris  
pastoriza  
February  
17, 2024